The Hongkong Telegraph.

No. 3343 — TUESDAY, JANUARY 10, 1893. — SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

Branches—London, Yokohama, Shanghai, Amoy and Foochow.

BANKERS:—
The Commercial Bank of Scotland.
Parrs Banking Co., and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "
Hongkong, 12th December, 1892. [8

NEW ORIENTAL BANK CORPORATION, LIMITED, (IN LIQUIDATION).

PAYMENT OF FIRST DIVIDEND.

NOTICE is hereby given that a FIRST DIVIDEND of 20 Per Cent. will be PAYABLE ON APPLICATION, at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED, IN LIQUIDATION, on and after the 16th inst. to all Creditors whose CLAIMS have been received and admitted.

Deposit Receipts, Bills of Exchange, &c., must be handed in before the Dividend can be paid.

E. W. RUTTER,
Attorney for the Liquidator.
Hongkong, 3rd January, 1893. [61

Insurances.

THREE IMPORTANT FACTS ABOUT THE STANDARD LIFE OFFICE.

1.—HALF A MILLION STERLING *per annum* is being paid in Death claims year by year.
2.—THE FUNDS IN HAND amount to upwards of Seven Million pounds Sterling and have increased 50 per cent. in the last 15 years.
3.—THE LIVES who die are annually replaced by *more than double* the number of new carefully selected lives.

DODWELL, CARLILL & Co.,
679—3] Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,
Agents.
Hongkong, 1st November, 1892. [389

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1888. [869

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [149

Auctions.

NOTICE.

THE Undersigned has received instructions from H. B. M. CONSUL to Sell by
AUCTION,
at 2 P.M.
ON
SATURDAY, the 21st January, 1893,
(unless previously disposed of),
The British Barque
"CONFERENCE,"
399 tons, with her GEAR and TACKLE, as she at present stands in Amoy Harbour.

For particulars apply to the Undersigned.

W. WILSON,
Auctioneer.
Amoy, 31st December, 1892. [68

PUBLIC AUCTION.

THE Undersigned has received instructions from the GOVERNMENT of HONGKONG to Sell by
PUBLIC AUCTION,
ON
TUESDAY, the 31st of January, 1893,
AT NOON,
at his SALES ROOMS, Queen's Road,
A LARGE PORTABLE
STEAM FIRE ENGINE,
by Messrs. MERRYWEATHER & SONS, with patent quick Steam-Raising Boiler, complete.
AND
TWO FIRE MANUAL ENGINES, by Messrs. SHAND & MASON.

Particulars of these Engines can be obtained upon application at the MAGISTRACY, to the Superintendent of the Hongkong Fire Brigade.

TERMS OF SALE:—Cash before delivery. All Lots with all faults and errors of description at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 9th January, 1893. [85

Intimations.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FOURTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Offices on WEDNESDAY, the 25th January, 1893, at 12 o'clock NOON, for the purpose of receiving the Report of the Board of Directors together with the Statement of Accounts for the year ending 31st December, 1892.

The REGISTER of SHARES will be CLOSED from Saturday the 21st to Wednesday, the 25th January, 1893, (both days inclusive) during which period no TRANSFER OF SHARES can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Company, Limited,
General Agents for The West Point Building Company, Limited.
Hongkong, 7th January, 1893 [78

THE MARINBURK FURNITURE COMPANY, LIMITED, (IN LIQUIDATION).

BY ORDER OF THE LIQUIDATOR.

IMPORTANT NOTICE.

COMMENCING from TO-DAY the whole of this Company's VALUABLE STOCK will be offered for Sale privately for
FOURTEEN DAYS ONLY.
EVERYTHING MARKED IN PLAIN FIGURES.
FURNITURE, TAPESTRY, PLUSHES, HARDWARE, GLASS, MARBLE, and UPHOLSTERY MATERIALS.

On view any week day from 7 A.M. to 5 P.M. (excepting from 12 to 1) on application at the COMPANY'S FACTORY, 125, Wanchai Road, to

A. SMITH,
Manager.
Hongkong, 9th January, 1893. [84

THE DAIRY FARM COMPANY, LIMITED.

NOTICE.

ON and after the 1st January, 1893, the following PRICES will be charged for MILK.

For		*Each*
1 or 2	Half Pint Bottles per Day—	10 cents.
3 " 4	do. do. —	9 "
5 " 6	do. do. —	8 "
7 " more	do. do. —	7 "

By Order of the Board.

W. HUTTON POTTS,
Secretary.
Hongkong, 30th December, 1892. [46

HONGKONG RIFLE ASSOCIATION.

THE RETURN MATCH between OFFICERS and SERGEANTS of the SHROPSHIRE REGIMENT & THE RIFLE ASSOCIATION—MAGAZINE RIFLE *v.* MARTINI-HENRY—will be Fired on THURSDAY, the 12th inst. Ranges 200, 500 and 600 yards. Time, 1.30 P.M.

Mr. SASSOON'S CUP will be Shot for on SATURDAY, the 14th inst. Ranges 200 and 300 yards. Time, 3 P.M.

ED. ROBINSON,
Hon. Secretary.
Hongkong, 7th January, 1893. [51

NOTICE.

THE MARIA CHRISTINA CIGAR DEPOT, No. 8, D'AGUILAR STREET, HONGKONG.

HAS received from their MANUFACTORY in Manila some specially-made CIGARS for CHRISTMAS PRESENTS.

The CIGARS from this MANUFACTORY have obtained PRIZES at all the EXHIBITIONS for excellence of Leaf and Workmanship.

An inspection is respectfully solicited.

Hongkong, 14th December, 1892. [41

KÉBAO,
SOCIÉTÉ ANONYME FRANCAISE.
CAPITAL 4,000,000 FRANCS.

LA SOCIÉTÉ KÉBAO (TONKIN), dont l'extraction prend tous les jours de l'importance et qui est seule FOURNISSEUR DE LA MARINE FRANÇAISE AU TONKIN, dont le Charbon est brûlé d'une façon régulière à bord des Steamers des MESSAGERIES MARITIMES, et en particulier à bord du *Haiphong*, voulant introduire ses Charbons sur la place de Hongkong a confié le soin de son Agence à la maison

SHEWAN & Cie.,
Praya Central, Hongkong.

à partir du 1er. Novembre, 1892.

Le Directeur Général de Kébao.
HENRY PORTAL.
Kébao, le 10 Décembre, 1892. [42

THE HONGKONG DIRECTORY.

LADIES who have arrived in the Colony during the current year, and those who have changed their residences since last publication, will oblige by forwarding THEIR ADDRESSES for insertion in THE LADIES' DIRECTORY for 1893, as early as possible.

ADVERTISEMENTS for the HONGKONG DIRECTORY should be sent in at once.

"THE HONGKONG TELEGRAPH" Office,
Pedder's Hill,
Hongkong, 16th December, 1892.

J. D. KILEY,
MANUFACTURER OF
BALLOONS, PARACHUTES, TENTS, &c.
No. 3, JUBILEE STREET,
Hongkong.
Hongkong, 3rd January, 1893. [63

Intimations.

KELLY & WALSH, LD.

IMPORTERS OF CIGARS, TOBACCOS AND CIGARETTES.

Fresh supplies to hand of the following popular Brands of

TOBACCOS.
Wills' Three Castles.
Wills' Gold Flake Honey Dew.
Wills' Traveller Brand.
Pioneer Brand.
Capstan Navy Cut.
Ogden's Best Bird's Eye.
Ogden's Silver Veil.
Ogden's Navy Cut.
Ogden's Fruit and Honey.
Dollar Brand.
Happy Thought.
Golden Eagle.
Star Mixture.

☞ ALL OUR BRANDS OF TOBACCOS AND CIGARETTES ARE GUARANTEED ABSOLUTELY FRESH AND WILL BE EXCHANGED IF FOUND OTHERWISE.

CIGARETTES.
Sweet Caporal.
Kinney's Straight Cut.
Otto de Rose.
Ogden's Yellow Plush.
Ogden's Bird's Eye.
Three Castles.
Wills' Firefly.

MANILA CIGARS.
Compania General Brands.
Londres.
Regalia Britannica.
Regalia Imperial.
Orientales.

KELLY & WALSH, LIMITED
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 5th January, 1893. [7

MOUTRIE, ROBINSON & Co.

(UNDER HONGKONG HOTEL) HONGKONG.

PIANOS ON HIRE.
FROM $8.00 PER MONTH INCLUDING TUNING.

PIANOS TUNED—Single Tuning...$5.
do. do. Every alternate month...$25 per annum.
do. do. do. month .....$48 do.
INCLUDING ALL MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD CONDITION. [581

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

F. E. REILLY,
666] *PROPRIETOR.*

W. POWELL & CO.

A FEW CHOICE
READY-MADE BALL DRESSES.

SILVER, GILT and WHITE KID SHOES.
LISLE THREAD, SPUN SILK and SILK HOSE.
FANS, FLOWERS, HAIR and DRESS ORNAMENTS.
EVENING GLOVES in SILK, KID and SUEDE.

W. POWELL & CO.
Hongkong, 7th January, 1893 [6

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR NEW STOCK OF
SADDLERY
Racing Saddles 3 lb. & 5 lb., Saddle Cloths, Weight Cloths, Clothing, Bridles, Racing and Driving Reins.
JOCKEY WHIPS, DRIVING WHIPS.
Surcingles, Girths, Rollers, Stirrup Leathers and Webs, Headstalls, Cruppers, Martingales, Halters Hunting Crops,
POLO BITS.
Box Spurs, Racing Spurs, Hunting Crops.
STABLE BRUSHES AND REQUISITES.
Riding Boots, Jockey Boots, Boot Tops, Boot-top Liquid, Saddle Soap, Brown Leather Paste.

LANE, CRAWFORD & Co.
Hongkong, 28th December, 1892. [1071

THE FINEST HOTEL IN THE EAST.
(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the termini of the Yokohama-Tokio Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, $3 TO $4.50 PER DAY.

C. S. ARTHUR,
Manager.

Intimations.

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRADORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL, ex S.S. "LENNOX."

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c., Apply to

KING WO CHEONG,
No. 32, Praya Central.
Hongkong, 17th November, 1892. [731

TAKLEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the Undersigned AGENTS for their Coal, (TAKLEMA AKAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Godown, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analysis to be seen in the Office of the Undersigned.

CHEE ON & Co.,
Sole Agents,
Nos. 21 & 22, Lee Yuen Street, East.
Hongkong, 26th September, 1892. [933

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ships' Owners and Captains, who coal their bunkers direct from the Undersigned:—
FRESHNESS of the coal.
UNIFORMITY of quality.
FREEDOM from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
BEST of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.
Hongkong, 5th September, 1892. [890

SAI-PANG COALS.

THE Undersigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agents in Hongkong for the Sale of the SAI-PANG COALS of the HONDO COAL MINES, Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines.

WE the Undersigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity with the quickest dispatch.

HOP-WO-LOONG,
Agents for the Hondo Coal Mines,
Nos. 36 & 37, Praya Central.
Hongkong, 26th August, 1892. [855

PRIVATE BOARD AND RESIDENCE, STAINFIELD'S—1, QUEEN'S ROAD EAST.

VACANCIES for GENTLEMEN or MARRIED COUPLES at Moderate Terms.

MRS. STAINFIELD,
Proprietress.
Hongkong, 31st December, 1892. [49

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board and Table Accommodation.
Apply to
Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 9th November, 1892. [36

Masonic.

VICTORIA CHAPTER, No. 525.

A REGULAR CONVOCATION of the above Chapter will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 11th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 6th January, 1893. [74

DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 12th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 4th January, 1893. [1292

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 12th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 9th January, 1893 [82

PERSEVERANCE LODGE OF HONGKONG, No. 1,165, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, 9th January, 1893. [80

CATHAY CHAPTER, No. 1165.

A REGULAR CONVOCATION of the above Chapter will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 17th inst., at 8.30 for 9 p.m precisely. Visiting Companions are cordially invited.
Hongkong, 9th January, 1893. [8

Notices of Firms.

NEW FIRM.

A. E. SKEELS & CO.,
Telegraphic Address "SOBRINOS," Hongkong.
(A.B.C. Code 4th Edition.)
COMMISSION MERCHANTS, AUCTIONEERS AND VALUERS.
No. 17, PRAYA CENTRAL,
Under Messrs. Douglas Lapraik & Co.'s Office.
Hongkong, 7th January, 1893. [77

NOTICE.

MR. H. H. KIRCH has this Day been admitted a PARTNER in our Firm.
EDUARD SCHELLHASS & Co.,
Hongkong, China & Hamburg.
Hongkong, 1st January, 1893. [55

NOTICE.

MR. JOHN HUGHES LEWIS is AUTHORISED to Sign our Firm from this date.
DOUGLAS LAPRAIK & Co.,
Hongkong, 20th December, 1892. [1266

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAILOONG,"
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 11th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 10th January, 1893. [79

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamer
"DEVAWONGSE,"
Captain G. Anderson, will be despatched for the above Ports, on THURSDAY, the 12th instant, at 10 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 9th January, 1893. [83

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"CATTERTHUN,"
Captain Shannon, will be despatched for the above Ports, on SATURDAY, the 14th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, thus ensuring a supply of Fresh Meat, Milk, Ice, &c., throughout the voyage.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th January, 1893. [72

"UNION" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"WORCESTER,"
Captain Morice, will be despatched for the above Port on or about the 14th instant, instead of as previously advertised.

For Freight or Passage, apply to
SHEWAN & Co.,
Agents.
Hongkong, 9th January, 1893. [43

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"PORT ADELAIDE,"
Captain Jamieson, will be despatched as above on or about the 14th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th January, 1893. [1239

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship
"PEMBROKESHIRE,"
Captain Gedye, will be despatched as above on or about the 16th instant.

This Steamer has Superior Accommodation for Cabin Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 4th January, 1893. [1204

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "STRATHCLYDE,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Steamer will be at once landed and stored into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Consignees' risk and expense, and no Fire Insurance will be effected.

All claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised.

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th January, 1893. [49

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 Prize MEDALS and CERTIFICATES of MERIT.

In 1890 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:—

"It is of unexceptionally good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & Co., LD.
Victoria Dispensary,
Queen's Road Central.
Hongkong, 17th October, 1892. [38

A. S. WATSON & CO., LD,

THE HONGKONG DISPENSARY.

HIGH CLASS CONFECTIONERY

CHOCOLATE CREMES, VANILLA PRALINES, SUGARED ALMONDS, BURNT ALMONDS, NOUGAT, JUJUBES, TURKISH DELIGHT, PARISIANS,

&c., &c., &c.

Of the Purest Manufacture and best quality.

DELICIOUS FRUIT JELLIES.

ASSORTED PINEAPPLE, LIME, DAMSON, GUAVA, RASPBERRY, STRAWBERRY, PLUM, &c.

Very suitable for table use.

CALLARD AND BOWSER'S

BUTTER SCOTCH, ALMOND ROCK and EVERTON TOFFEE.

CADBURY'S CHOCOLATES

in great variety.

CRYSTALLIZED FRUITS, MUSCATELS, ALMONDS AND FIGS

FANCY BOXES.

A large and varied Assortment of ARTISTIC DESIGNS.

TOM SMITH'S CRACKERS,

A TASTEFUL AND WELL ASSORTED STOCK.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 7th January, 1893. [5

BIRTHS.

At No. 4, Knutsford Terrace, Kowloon, on the 9th instant, the wife of ROBT. C. DIXON, of a daughter. [87

At No. 25 Quinsan Road, Shanghai, on the 5th January, 1893, the wife of S. A. DE SOUZA, of a daughter.

On the 6th instant, at 13 Whangpoo Road, Shanghai, Mrs. GALLES, of a daughter.

DEATH.

At Shanghai General Hospital, on the 5th January, 1893, ROMAO FRANCISCO PEREIRA, aged 65 years.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JANUARY 10, 1893.

TELEGRAMS.

THE SOCIALISTS IN GERMANY.

LONDON, January 8th.

Uneasiness is felt at Berlin owing to the general strike of miners in Westphalia and the Rhine provinces.

The Socialists are active and a repetition of the events of 1889 is feared.

THE WEATHER IN ENGLAND.

A rain thaw has broken the intense frost of the last fortnight.

THE BRITISH MISSION TO MOROCCO.

A small military diplomatic staff will accompany Sir J. West Ridgeway, the special envoy to Tangier.

THE HOME RULE BILL.

The *Daily News* says the Home Rule bill includes a clause limiting the number of Irish members at Westminster to one third of their present number.

THE PAMIRS QUESTION.

The *Standard* states that Russian emissaries have arrived at Cabul with the view of persuading the Ameer to enter into an understanding regarding the Pamirs without the knowledge of England.

THE PANAMA SCANDAL.

There is another sensation in Paris. M. Baihaut, Minister of Public Works when the Panama lottery was issued, is implicated in the scandals, and it is alleged that Baihaut and Blondin, his secretary, received one million francs.

THE "HOWE" COURT-MARTIAL.

Admiral Fairfax has been tried by Court Martial for the grounding of H.M.S. *Howe* and acquitted.

LOCAL AND GENERAL.

THERE are 2,590 candidates for the Japanese medical examination to be held in April next, among whom are thirty females.

THE United States flag-ship *Lancaster* is hourly expected from Shanghai. She was detained inside Woosung by the 'heaven-sent barrier.'

WE are informed by the Agents of the Messageries Maritimes Co. that the Company's steamer *Sydney*, with the next French mail, left Saigon at 5 p.m. yesterday, for this port.

YANG JU, an Imperial clansman, formerly Taotai in Wiangsu, and recently in mourning, has, says the *N. C. Daily News*, been appointed Chinese Minister to the United States, replacing Ts'ui Kuo-yin.

WE regret to learn that Captain Samuel Ashton is in such a weak state of health that it was found necessary to remove him this afternoon to the Hospital, where he is to undergo an operation for dropsy.

WHEN one judge makes a great noise in the precincts of the Court, and the other judge sends out a coolie to enforce order, (as in the Hongkong Supreme Court) there is a prospect of very amusing developments.

THE Scotch Ball on Friday, we are informed, is certain to prove a great success. The effects of the hard times in which we live have been felt, but the subscription list has nevertheless far exceeded the most sanguine anticipations.

MR. C. T. GARDNER, at present Consul at Hankow, will, we have good reason to believe, succeed Sir Chaloner Alabaster (retired) as British Consul-General at Canton. Mr. T. Watters will then have an opportunity of distinguishing himself at Foochow.

SAN FRANCISCO papers report the 543rd burglary for the year in that city, the victims this time being the firm of Mendelson Bros., Chinese and Japanese importers. The thieves were successful in getting away with $2,000 worth of the finest silk handkerchiefs in stock.

A LOT more powder has been wasted to-day in useless saluting. We met his Excellency the Governor in Wyndham Street, on his return from visiting the French Admiral, and thought he looked in remarkably good condition. The gorgeous cocked hat was a conspicuous feature.

THE Japanese Department of Communications notifies that the Kanabuse Beacon Light, in Shimonoseki Straits, which had been discontinued pending the repairs being made in the illuminating apparatus, as notified under date of the 23rd May, 1892, will be re-exhibited from the 15th January, 1893.

THUS a Japan contemporary on what it says is the 'unusual appearance of Fuji-san:—"Fuji is observed to be bare at a point about one-third of the height from its summit on the south-eastern side. It is a little above the point of a similar peculiarity observed in 1891. An earthquake is again feared by the Japanese."

THE Shropshire Light Infantry beat the Hongkong Football Club by four goals to *nil* at the Happy Valley yesterday afternoon. And somebody, who apparently knows as little about football as he does of descriptive reporting, contributes over a column of third-class gush to our antiquated morning contemporary. Quantity not quality is *Granny's* motto.

THE inquiry into the collision near Yokohama harbour between the steamers *Zambesi* and *Hokumoh Maru* commenced at the British Consulate, Yokohama, on December 30th, before Mr. Troup, British Consul, (president), Lieut. Hayes-Sadler of H.M.S. *Leander*, and Capt. Bailey of the *Tartar*. The finding of the Court absolved Capt. Edwards of the *Zambesi* from all blame for the occurrence.

THE *Northern Territory Times* says that "Sequah, a medicine man, has been effecting cures in southern towns which are little short of miracles. We have this on the authority of our exchanges and of a local Justice of the Peace, who recently saw the medicine man effect an astounding cure." We had been told by the real original artist, when he was here, that none of his crowd would go to Australia; so that we are afraid this is an impostor.

IT is reported that a row occurred the other day at the Chinese Consulate, Chemulpo, an attack being made by a crowd of Koreans owing to a fight between a Chinese and Korean, in which the latter lost his life. The Korean authorities quelled the disturbance, but the Chinese Consul, fearing a fresh outbreak, wired to Tientsin for men-of-war, and fresh developments of an exciting character are expected.

WE understand that Mr. T. I. Pose, for years past one of our leading brokers and at one time favorably known in connection with the Borneo Company, has been appointed bookkeeper to the Hongkong and Whampoa Dock Company, *vice* Mr. M. G. Parlane, deceased. It is said there were about a dozen candidates for the position, nearly all of them brokers, who, like poor old Othello, have found their occupation gone. 'Twas ever thus.

FOR what we have received, etc., etc. The Court Circular in the *Peking Gazette* of the 13th ulto. says:—"To-day his Majesty ascended the Throne in the Ch'ëng Kuang Tien and received in audience the British Minister O'Conor." We sincerely hope that "Her Most Gracious's" Government is quite satisfied with the distinguished(?) reception accorded to the representative of Britain's Majesty's by the Son of Heaven. Reciprocity strictly enforced, in our diplomatic relations with Chinese Ministers and Embassadors might have a good effect. The experiment is worth trying.

THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the steamer *Catherine Apcar*, from Calcutta, left Singapore to-day, for this port.

LI HUNG-CHANG has publicly announced that he intends remaining in Tientsin during the current winter, instead of going to Paoting Fu as of old. China's "Grand Old Man" has evidently recognised the necessity of taking every precaution to safeguard a life which is still of incalculable value to his native country.

A VANCOUVER correspondent informs the *Japan Advertiser* that the steamer *Zambesi*, well known both here and in Japan, has been chartered by the Puget Sound and Hawaiian Trading Co., a company just formed, and will run between Puget Sound, Vancouver and Honolulu. Capt. Ross has been engaged to bring her over. If she is too much damaged by the recent collision another boat will be engaged.

THERE are three letters in this morning's *Daily Press* under the heading "Hongkong and Hydrophobia." Which is the biggest idiot of the four—the three correspondents, or the Editor who published their nauseating and senseless twaddle—can only be a matter of opinion. The *Daily Press* never was conspicuous for decency or good taste, but this latest exhibition must simply mean mental incapacity.

THE report of the Japanese emissaries who recently returned from Mexico, whither they had been despatched to investigate the suitability of the country as a field for emigration, has been presented to the Foreign Department. The *Advertiser* says that the deputies do not consider the country in its present condition a good field for laborers who only intend to stop a few years in the country and then return, but thinks it offers considerable inducements to emigrants who have capital to buy land and are willing to settle down and cultivate it.

LATE Melbourne exchanges state that smuggling is being carried on to such an extent by the crews of steamers arriving from China that the Victorian Minister of Customs, holding the view that the masters of the vessels are largely responsible, has determined to throw the responsibility on their agents. A notice has consequently been issued to the effect that unless masters take steps to prevent their crews landing contraband goods, the section of the Customs Act which empowers the department to seize any vessel will be vigorously acted upon.

IN consequence of the enthusiastic success which has been achieved by the "Sons of Neptune" in their original and popular descriptive entertainment "The Voyage of H.M.S. *Albacore*," arrangements have been made for two more performances, on Saturday next (14th) and the Thursday following (19th), when the *Tamar* will be here. But for the fact that many of the *Albacore's* jovial crew leave for home shortly, we feel sure that the piece would have as long a run as any of the most successful Hongkong pantomimes; and it certainly has been better enjoy and supported.

A CORRESPONDENT at Chefoo writes to the *N. C. Daily News* under date the 27th ult.:—A much respected member of the community died suddenly yesterday, Mr. E. F. Ottaway, of the Customs out-door service. He was well and favourably known to the seafaring world of these regions, and made himself held in respect by every one with whom he came in contact, by his obliging and energetic courtesy. The season is quite marred by his very sudden end, and much sympathy is felt for his widow and three young children.—The weather is very fine at Chefoo just now, but business dull as usual at this time of the year.

THE Osaka Fu Assembly was suspended on the 26th ulto. owing to ructions among the members. At a meeting held on the previous day a large majority of the members of the Assembly voted in favor of memorialising the Home Minister for the removal of the Governor, Mr. N. Yamada, and the Chief Superintendent of Police, Mr. Yamashita, on the ground of official interference in the February elections. This proposal, however, was opposed by a determined minority, who maintained that the Assembly had no right to take such a step. The discussion waxed so warm that the members eventually resorted to blows to enforce their arguments, with the result that the meeting was brought to a close amid the most admired disorder.

THE *Torres Straits Pilot* says:—We presume that in diving as in all other mundane matters the sense of humour sometimes enters. A story is told to the effect that a few days ago, while one of the local divers was down looking for shell, he discovered something to be wrong with his life-line. He followed the line up and found it had somehow got two turns round the tail of an alligator! This in no way dismayed the diver, for we next hear of him releasing the line with as much nonchalance as one might exhibit in taking the leg rope off a peaceful old milker. We do not wish to rob the diver of his opinion that it was really and truly an alligator, but to the majority of shore men it will probably look considerably "like a whale."

SOME months ago (says the *Japan Herald*) a collision occurred between the N. Y. K. S. S. *Hiroshima Maru* and the Japanese despatch vessel *Kure-kan*, in which the latter had to be beached to prevent her from sinking. A court of enquiry was held by the Mercantile Marine Bureau to decide as to which vessel was to blame, but strange to say the result has never yet been made public. This is so totally opposed to the ordinary practice of the Department that a strong suspicion has gained ground that the Captain of the *Hiroshima* was acquitted of blame, but that the Department is afraid to pronounce a naval officer in the wrong. Whether this solution is the correct one, we cannot of course say, but appearances favor it. In any case, it is only justice that the decision should be published, especially if it tends to clear the memory of Capt. Pyne, who has died since the occurrence.

AT a meeting of the United Service lodge, No. 1341, last night, Wor. Bro. Lowrie was installed as W.M. by the D.D.G. M., Wor. Bro. E.C. Ray, who was assisted by the Officers of the D.G. Lodge. The following officers were invested:—

W.M.	..... Wor. Bro.	J. Lowrie, D.G.J.D.
I.P.M.	... " "	W. L. Ford, P.D.G.S.B.
S.W.	..... " "	H. J. Watson, D.G.S.
J.W.	..... " "	T. Spafford.
Treasurer.	" "	J. Collett.
Secretary.	" "	C. W. Duggan, P.D.G.J.W.
S.D.	..... " "	G. Moffatt
J.D.	..... " "	H. E. A. Holle.
D. of Ceremonies	" "	J. Moffatt.
I.G.	..... " "	S. W. Edmunds.
Steward	" "	J. Fyfe.
Tyler	" "	J. Maxwell.

After the ceremony the brethern sat down to the usual banquet and loyal and masonic toasts were duly honoured, etc., etc.

THE *N. C. Daily News* says that another old China hand has been taken away in the person of Captain A. H. Alsing, who for the last thirty years has been associated with scenes on the Yangtze. He died at Chinkiang on the 28th ult at the age of 61. The genial old man, says our contemporary, will be much missed.

A JAPANESE paper, the Osaka *Mainichi Shimbun*, publishes the following telegram:—

Tokyo, January 1st, 10.05 a.m.

The Committee of the Naval Department has decided that the *Chishima* disaster was caused through the neglect of her crew. On the 14th instant, or thereabout, the Naval Minister will announce the sentence against the *Chishima* survivors. The penalty is believed not to be heavy.

As we stated some time since would certainly be the case, Sir Chaloner Alabaster will not return to Canton to resume his duties as British Consul-General. In fact he has resigned his position in the Consular Service and retires on a well-earned pension. Ill health is given as the reason for Sir Chaloner's retirement, but it is an open secret that when he left Canton he had no intention whatever of returning. Alabaster was one of the ablest and most independent of British consuls in this part of the world, and he will be greatly missed.

SAYS the *Shanghai Mercury*:—The attention of investors and the public is invited to a table compiled by Mr. J. A. Sullivan, showing the appreciation and shrinkage—almost indeed entirely shrinkage, for the other quality is almost non-existent—in locally held stocks, in the space of one short year. The result is little short of appalling and is to be accounted for largely by the number of alleged mines which have been "planted" upon Shanghai by certain philanthropic gentlemen who shall be nameless for the present, but who, had they the misfortune to live in England, would certainly have been taken to task long ere this. The tale disclosed by the analysis ought to be a caution to all future dabblers in distant El Dorادoes, but when we recollect that the disastrous lessons they were taught in Selangore and Peraks some years ago were wasted, we are fain to conclude that the Shanghai speculator is an individual like those of old whom the gods made mad before utterly destroying.

TO-DAY'S SHIPPING RETURNS.

Inward.

Wosang	.....steamer,	from	Wuhu.
Yarra	..... "	"	Shanghai.
Hangchow	..... "	"	Canton.
Atagao	..... "	"	Nagasaki.
Lien Shing	..... "	"	Swatow.
Keemun	..... "	"	Singapore.

Aggregating 8,721 tons, register

Outward.

Lyeemoon	.....steamer,	for	Wuhu.
Pakling	..... "	"	Singapore.
Fushun	..... "	"	Canton.
Formosa	..... "	"	Swatow.
Hangchow	..... "	"	Shanghai.
Namyong	..... "	"	Amoy.
Taksang	..... "	"	Swatow.
Siam	..... "	"	Amoy.

Aggregating 9,321 tons, register.

OUR old friend the *Palos* still belongs to Uncle Sam's invincible Navy, which therefore is in a position to defy the world in arms. They wanted $10,500 for the old hooker the other day at Nagasaki, and as the highest offer was $6000, this magnificent specimen of antique naval architecture continues to adorn Nagasaki harbour and to flaunt the grand old stars and stripes in the face of all-comers. We must really get rid of this terror of the Eastern Seas on international grounds, and when Admiral Harmony comes down here we intend, through the courtesy of our friend Dr. Symons, the deservedly popular United States Consul at this port—and who, with his accomplished wife, we shall all miss when the spoils of the Presidential campaign have to be divided—to challenge the *Palos* for a race round the Cape with our very own yacht, the fast and powerful *Montiara*, a contest which, if it comes off, will knock all the races for the *America* Cup as far into—well, the outer regions, as Charley Mitchell will knock Dandy Jim Corbett the first time they meet in the gladiatorial arena.

SUPREME COURT.

IN SUMMARY JURISDICTION

(Before Mr. E. J. Ackroyd, Pusine Judge.)

January 10th.

LODGING HOUSE DISPUTES.

Yeong Wong Shi, wife of a Chinese "mandarin" unemployed, and absconded, sued Choi Sui Hung and another for $1,000 damages for illegal detention and arrest for the amount of a board bill.

Mr. Phillippo addressed the court at some length in defence, urging that the arrest of the plaintiff by the lodging-house keepers was not malicious nor without reasonable and probable cause, though it afterwards turned out that they were claiming more than she was liable for. He urged that the wife had admitted liability for her husband's board bill after the husband had gone away, so that the defendants were to be excused for making the mistake of suing her for the full amount. She had acted dishonestly all through, aiding her husband to escape from his debts, and then continuing to obtain board and lodging for which she knew she never could pay; thus she had deliberately cheated the defendants, and did not deserve damages.

Mr. Hastings in summing up for the plaintiff discussed the nature and degree of the arrest suffered by plaintiff from defendants. He then showed that the plaintiff could not possibly be liable nor be sued for any of the money, even for her own board, and therefore the arrest was unwarranted. It was not possible for the defendants to plead that their offence was a pure mistake, made in good faith; for they had fraudulently altered their books, so to show the wife's liability and bolster up their case.

Mr. Phillippo protested against the imputation of fraud; defendants freely admitted having altered their books, and there was no fraud at all.

Mr. Hastings repeated that it was deliberate fraud.

Mr. Phillippo said that was not true.

Mr. Hastings went on to show that, as proved by the books, the alteration was made exactly at the time when the action was commenced, not when the man went away. Finally, he dwelt on the amount of damage done to his client in having "lost face" and been in gaol.

Judgment reserved.

IN BANKRUPTCY.

(Before Mr. Fielding Clarke, Chief Justice.)

THE H. & S. BANK COMPRADORE'S SWINDLES.

Chan Kim Fai, who had filed his petition in bankruptcy, was called up for public examination by the Official Receiver, and stated:—I was sole master of the Yik Mau shop, dealing in opium and cotton yarn. I started this business at the end of 1890. I had a capital of $80,000 in cash. It was a new business. I bought goods with part of the money, and put I put out at interest. I at first managed the business, and I know the books. I have no balance sheets, but at the end of each year I made up my accounts; at the end of the first year they stood:—credit of Yik Mau, taels 66,900·6·1·2; due by Yik Mau, taels 15,027·8·5·6. Part of the money was lent out, and part was put in the Wing Tung Yang Bank as capital. I did not actually lend money, but bought goods for other people.

In reply to His Lordship, the Official Receiver said he had not been able to obtain information about the Wing Tung Bank figures but the bankrupt had had notice and ought to be able to give all details about the Yik Mau. The books appeared to show that the Yik Mau was *bona fide* cotton yarn and opium business, not mainly a money-lending concern.

Witness, continuing:—Out of the 66,000 taels to credit of the firm at the end of the year, $50,000 was invested in the Wing Tung bank shares, and the rest, about 30,000 taels, was money due for goods bought on behalf of others. Thus the opium and cotton business, as separate from the investment in bank shares, resulted:—about taels 30,900 due to Yik Man, and about 15,000 taels due by Yik Man; or about 15,000 taels to the good, which made a loss on the year's opium and cotton trading, about $3,000 or $4000. On the opium business in the next year the Yik Man made a profit of about $8,000, and the following year a further profit. He attributed his present insolvency to the stoppage of the bank, before which he had considered himself a wealthy man, with a flourishing business. The bank stopped about 31st March last. The bank had $22,000 of his money on deposit, paid in during February. Up to the time of the bank's failure he had paid in up to $100,000 on deposit, besides his $36,000 in shares. When the bank failed, the total on deposit was $128,000. He had made very large deposits because Lo Hok Pang, who was chiefly concerned in the Wing Tung, asked him, in order to save the bank from closing.

Examination adjourned till to-morrow in order to have the books translated and put in better order.

NOTES FROM CHINESE PAPERS.

Two notorious freebooters recently fell into the hands of the Tungchow soldiers, sent out to secure their arrest. Much importance was attached to the apprehension of these outlaws, as Viceroy Li had ordered their capture, and furnished the parties charged with the arrest with a description of the men.

* * *

A line-constructing party sent out by the Telegraph service, having ventured too near the sacred soil which contains the remains of Prince Ching, was ordered away by the custodians of the royal sepulchre, and told to erect the poles a *li* north of the tomb, so that the *fungshui* of the place might not be injured.

* * *

The *Shenpao's* leader of the 2nd inst. gives a resume of the Russian Baltic fleet, and warns the Chinese Government that although those in power seem to consider Russia formidable only on land, the statistics given of the Baltic fleet only, leaving aside the Black Sea, Siberian, and various fleets cruising about the waters of other countries, go far to show that Russia as a Naval Power is far and away superior to anything China can show at the present day, and that Russia's rank at sea may be considered equal to any first rate Power. "Shall China then," says the writer of the article, "prepare for a struggle with Russia on land only, or should we not be ready for her fleets also when the time comes?"

* * *

The approaching end of each year is generally the harvest time for the pirates and robbers of Kuangtung, the reason being obvious in that every one who is lucky enough to be a creditor always collects back his money at this time, and debtors who wish to bear a good name generally carry money with them to pay their creditors. The near end of the present year has been no exception to the general rule, and the passenger boats running in the inland waters between Canton and neighbouring cities have been continually waylaid and the luggage &c., of the passengers carried away by the robbers and pirates who abandon their sea hunting grounds and flock inland for the purpose. No less than sixteen piracies of this nature have been reported with this month (10th-11th moons) accompanied in some cases with loss of life whenever resistance is attempted. The authorities continue supine.

* * *

A remarkable freak of nature is reported from Nanking,—even more curious than the famous Siamese twins. Says the Nanking correspondent of the *Shenpao*:—"The other day a Kiangsi man came to this city bringing with him his two sons, aged about eight, who were in no wise different from their fellows in face and form, but with the exception that they were connected with each other by an arm-like piece of flesh, as thick as a man's arm, and joined together just below the navel, thus making the twins to stand face to face. On examination, the 'connecting loop of flesh' was a perfect piece of flesh with blood passages and veins running to and fro. The twins were dressed like ordinary boys of their age, and the connection was also covered by a cotton wadded appliance like a cuff or wristband and joined together by ordinary buttons and loops. When they walked they had to move side-ways or shoulders first, "like the peregrinations of the crab." Nor did there seem to be any difficulty for one to sit while the other stood. Another curious incident was that the twins never fell asleep at the same time, for while one slept the other was sure to be awake, taking turns in this manner. The twins have had audiences of all the authorities at Nanking, crowds collecting around them whenever they went about the streets with their father, and much interest is centred in them. It seemed to have been the purpose of the parent to consult some European doctor as to the feasibility of severing the connecting piece of flesh, but there are doubts whether such a course could be successful.

* * *

While on a voyage to Canton, not many days ago, a Siin passenger boat was despoiled by a band of clever rogues who took passage in her. The ingenious manner in which the thieves went about their business is worthy of narration, as a young woman was introduced to play an important part in carrying out their preconcerted plans. On the boat leaving her usual starting point a score of thieves took passage in her, and settled themselves in all parts of the boat. The vessel having proceeded some distance on the voyage, a couple of female itinerants were seen on the bank beckoning the boat to stop and take them on. One of the prospective travellers seemed a respectable young woman and the other a servant-maid. On being strongly entreated the captain yielded to their requests and took them on board, and a room was assigned them. The male passengers by this time had become familiar with one another and engaged in general conversation. Conspicuous amongst the assembly was one of the thieves, who monopolised the attention of the boat by his stories and anecdotes. Having made himself the centre of attraction he, to please his audience still more, offered to perform tricks for the amusement of the crowd. He forthwith produced from his pocket a live snake of no insignificant size and began playing with it. He made the pet crawl into his mouth and about his person and go through various movements. He then told the spectators that any one could play with his snake which he said was harmless and very good tempered. With this he handed the reptile to his accomplice sitting next to him. But hardly had the man touched the snake when he let it drop, crying out, in terror, that the snake was of a most venomous kind. Then he clamoured to have the snake caught. In the meantime it had crawled away. An animated hunt was accordingly made and the truant reptile was captured. Shortly after the commotion had ceased the lady passenger informed the captain that in the hunt for the snake somebody had stolen a gold bracelet from her. She insisted upon the captain searching the passengers. When nearly every one had been searched the lady told the captain to stop as she had found the missing article in her toilet case. The passengers, whose pride was much injured by having been put to the humiliation of being searched, became very indignant with the lady. One of the thieves suggested that some punishment should be given her and proposed that she should be made to serve them each a cup of tea as an apology. The young woman on hearing this expressed her willingness to make amends in this way. Having obtained the pot from the boat people she began to pour out cup by cup and then served it to the offended passengers. The attractive looks of the pretty waitress created quite a sensation amongst the passengers, who were eager to accept the tea from her, which they gulped down with intense satisfaction. The result of drinking the beverage was that all the passengers were soon seized with a dizziness which ended in torpor. Taking advantage of this, the thieves, who, of course had not imbibed, began ransacking the boat and made off with the treasures, which they had planned so deeply to secure.

TO FAR CATHAY.

XIV.

STEAM ON THE YANGTSE.

From Shanghai to Hankow is a distance of some 600 miles, and that long stretch of waterway has been the scene of an active and ever-increasing steamer-traffic since 1860, although until 1863 it was more or less tentative. Mention has been made of the high freights earned on the Yangtse in the golden years of this river-service, but in the year 1864 began another remunerative branch of traffic, the conveyance of emigrants from the interior to the coast, where they embarked for the West Indies, Mauritius, and, in time, the Pacific Slope of the American Continent.

To understand the importance of this traffic one must grasp the peculiar configuration of China.

The Yangtse flowing from west to east practically divides the Empire into two equal parts—eight provinces being situated on each bank of the river, and two partly on one side and partly on the other. In its upper courses the Yangtse runs through high mountain-land, but for quite one-third of its length the lower courses are through rich alluvial valleys, after leaving the mountains at the Ichang Gorge. Then it is fed by innumerable tributaries connected by canals which spread far and wide. Altogether the Yangtse drains an area of half-a-million square miles of the richest and most populous parts of China. The river Han, on the mud-flats of which, at the junction with the Yangtse, Hankow is built, is itself navigable for a thousand miles to the north-west. Hankow and its surrounding affiliated towns are said to have once had a population of five millions, which is probably an exaggeration, but the population to-day cannot be less than a million.

After Hankow was opened to steamers the trade of Shanghai rapidly quadrupled, and now the river traffic is taken up to the extent of nine-tenths by steamers, although the native junks still throng the waters. Steamers of about 2,000 tons capacity leave Hankow almost daily. When Ichang, 400 miles higher up, was made a free port, the trade of Shanghai gained another enormous increase, although Ichang is a poor place compared with Hankow. Yet, by the way, Ichang is on the border of one of the richest coalfields in the world, which has yet to be developed, and the developing of which will cause another revolution in the China steam-trade.

A great traffic comes down through the Gorges in native craft to Hankow, there to be served by the steamers. It must come this way because the Yangtse is practically the only line of communication between the west and east of the Empire. Roads do not exist, save in the form of foot-paths between the towns and villages, so that all goods are conveyed, and all long journeys taken, by water. There are, it is true, traces of splendid paved roads of the ancient dynasties, but these have been in disuse for centuries, and China is essentially and peculiarly a land of water-transit.

And so it comes about that an immense human stream is always pouring down the Yangtse, as well as millions of tons of merchandise. The emigration became soon so great, after the steamer service opened, that the Hongkong Passenger Act had to be put in force at all the Treaty Ports, under the charge of the Consuls. From the ports, again, the emigration gave a large employment to both German and American, as well as British, vessels.

The coolie trade which sprang up at Macao, and was mainly conducted by the Portuguese, was reputedly lucrative for those engaged in it, but it was an atrocious business, being little better than slave-trading. It was in the hands of coolie-brokers (some of whom were Chinese), who cajoled and swindled the poor wretches from the interior and shipped them off to the guano-fields of Peru. But this is not the kind of passenger traffic carried by the Yangtse steamers.

With 1864, then, began a new development in the steamer service of the Yangtse, and the early boats of Jardine, Matheson & Co. began to be improved upon by competing firms, such as Russell & Co., and Swire & Co., of Shanghai.

These firms placed some of the most memorable of the Yangtse steamers in the trade. At first Russell & Co. employed American-built, and even China-built, boats; but in 1867 they went to the Clyde for the finest class of iron boats. The *Hupeh* and the *Shing-King* were, we believe, among the first of these.

Then Swire & Co. also went to the Clyde, and got out the *Pekin*, the *Shanghai*, and the *Ichang* in 1837, and the *Hankow* in 1874.

All of these boats were built by Messrs. A. and J. Inglis, who have built so many of the British India boats, and it will be of interest here to give some particulars of them, as they marked a new and important departure in steam traffic.

They were (with the exception of the *Ichang*, which was a good deal smaller) between 3,000 and 3,200 tons gross each, measuring about 300 ft. in length by 42 ft. beam and 15 ft. depth. Their load-draught was only about 10 to 11 ft. The *Shanghai* and *Pekin* had a carrying-

capacity of 660 tons deadweight, or 3,660 tons measurement; the *Hankow*, 840 tons deadweight, or 3,800 tons measurement. Each of them could carry, besides Europeans in the saloons, 150 to 200 Chinese passengers. They steamed about 13 knots, with an indicated horse-power of 1,450 in the case of the *Shanghai* and *Pekin*, and 1,840 in the case of the *Hankow*.

They were beautiful and finely appointed boats, all of iron, and very strongly built to stand both the voyage out and the wear-and-tear in China, where steamers are often grounded when fully loaded. The upper structures were all of the lightest possible wood, so as to lessen the top weight, and the passenger accommodation was all placed above the main-deck. The engines were of the American "walking beam" type, but of special construction. The *Hankow* is said to have cost £70,000.

With these and Messrs. Russell's boats was begun a daily service of some of the finest cargo and passenger boats in the world—certainly not approached by any purely river-boats that we know of.

English readers are not familiar with the perfection and luxury of steamer travel in China which they are apt to think of solely in connection with junks and sampans and sedan-chairs. This sort of Mr. Spencer Percival, who made an expedition to the Upper Yangtse two or three years ago, writes about it:—

"The steamers that ply on the Lower Yangtse are a large and commodious fleet of boats. The *Nyanking*, the name of the boat that was to carry us to Hankow—a vessel registering close on two thousand tons, and larger than some of the ocean-going steamers—was most comfortably and luxuriously fitted up. The saloon, about 50 ft. by 30 ft., was a compound of white enamel, bird's-eye maple, and gilding—well lighted, well ventilated, and well looked after. A good and thick carpet was pleasant under the foot; the most comfortable of all lounging-chairs invited you to come and take things easy, sofas and chairs all being covered with green leather; while the most scrupulous cleanliness, evident everywhere, gave an outward and visible sign that our lines were pitched in pleasant places. At one end of the saloon stood a handsome and fine-toned piano, a violin, and some reams of music," etc., etc.

At Hankow, it is worth remembering, used to be concentrated the banking system of China. Before the Taiping rebellion it was, *par excellence*, the city of bankers, and Exchange-houses by the hundred are said to have counted their wealth by the hundreds of thousands. Most of the spare capital of the Empire, both north and south, used to find its way to Hankow, to be lent out at what undoubtedly were exorbitant rates, but which the native merchants seemed quite able to pay and still make large profits on their operations up and down the river.

The rebellion smashed up the Exchange-houses and cash-shops, but in place of them have grown up several large banking establishments, which do a good deal in advancing money to the tea-growers, or to the tea-merchants to enable them to gather in from the small growers up country.

At Hankow are owned large numbers of the junks and tea-boats which still compete for the river-traffic, and some of the English and American firms who have established branches there also own fleets of sailing-craft for the conveyance of heavy and low-priced cargo between Hankow and Shanghai. The average size of these sailing-craft will be about fifty tons, although numbers of them run very much larger.

As for the Taiping rebellion, which threw back Chinese progress so much, and thereby retarded the development of our own trade in China, it was, perhaps, an instance of where missionary enterprise has been detrimental both to commerce and to civilisation. It is said by those who know the country well that the Taiping rebellion can be attributed to the unnecessary aggressiveness of the missionaries, and the fanaticism of their favourite convert, Hong-Hsio-tsuen. But that is a subject which we not need pursue here.—*Fairplay.*

SCIENTIFIC AND USEFUL.

An unsinkable yacht is to come.

The pendulum is to be abolished.

A scientist computes that there are during the summer 7,324 flies to every man.

An incandescent lamp without a filament is the next electrical improvement we are promised.

Boots made of twisted rope are employed in France by people who have to walk long distances. They do not blister the feet as leather shoes do.

An alleged method of generating electricity for power for machinery by means of electric sand is being tested in New York and attracts much attention.

By the aid of nineteen observatories scattered over the globe, the late Admiral Mouchez of France, prepared a map that brought nearly 50,000 new stars within human ken.

Waterproofed sheets of paper, stuck together by a special process and compressed by hydraulic power, have been found in Germany to make a material sufficiently hard not only for the soles of boots but for horse-shoes.

Nico is the name of an explosive which was recently subjected to a number of tests at quarries near Melbourne. It is intended for use for mining purposes, to supersede powder and the various nitroglycerine compounds. In the experiments the large quantity of rock loosened by moderate charges of the explosive clearly demonstrated its power.

"I see that the experts are again figuring up how long the world's supply of coal will last," said Professor H. C. Dunmore at the Laclede. "These figure jugglers appear to think that when the timber above and the coal below ground are burned up we will have to steep our tea in the sun and wear our greatcoats in the parlor during the winter months in order to avoid freezing. Now, the coal and timber supply will probably last until man discovers a substitute. My opinion is that a century hence very little wood or coal will be used for fuel. We may learn to store up the sun's heat so that it can be utilized at will; but the successor of wood and coal for heating purposes will probably be chemically generated gases. This is a progressive world, and it will manage to keep warm regardless of the supply of old-fashioned fuel."

BITS OF INFORMATION.

Romans wore silk A. D. 81.

New York has 100,000 Italians.

The electric loom was invented in 1854.

The average watch has ninety-eight pieces.

The life of the average dog is thirteen years.

The city of London covers 687 square miles.

Emperor Charles V carried a 27-pound watch.

The first iron casting in America was done in 1664.

Bombshells were first made in Holland in 1495.

France has 6,000 lawyers; the United States 70,000.

The first pipe organ was made by Archimedes, B.C. 220.

Jarrah, of Australia, is the most indestructible wood.

There are thirty towns called Washington in America.

One inch of rain means 100 tons of water on every acre.

About a quarter of the people in Paris live in apartments.

Extreme heat is more fatal to human life than extreme cold.

Oysters feed on monads—the minutest form of marine life.

The Gatling gun was invented by Gatling in the year 1861.

Dickens wrote twenty-four books, containing 1,123 characters.

A full-grown elephant is capable of carrying a load of two tons.

San Domingo is the oldest existing settlement in the New World.

Yawning is caused by a deficiency in the air supply to the lungs.

All twisted boring tools are said to be of American invention.

An ice yacht has been known to travel a mile in 1 minute 10 seconds.

As a rule a man's hair turns grey five years sooner than a woman's.

Six hundred colored men in Chicago are married to white women.

The population of Greenland has increased 5 per cent in the last ten years.

Electricity was first transported from place to place in portable form in 1881.

In France there are now in existence 4,822 clubs, with 277,155 members.

A human body when cremated leaves a residuum of about eight ounces.

One-third of the deaths among the American Indians are due to consumption.

The year of greatest growth in boys is the seventeenth, in girls the fourteenth.

The number of deaths in the entire world in a century is estimated at 4,500,000,000.

Many able authorities state that our first ancestors, Adam and Eve, were dark skinned.

It is not generally known that the parchment used on the best banjos is made from wolf skins.

In former times deformed people were frequently thrown into prison to be kept out of sight.

Beer was the universal drink of the English until the introduction of tea and coffee, about 1650.

Frost has a variety of effects upon different products. Under the same influence eggs will burst, apples contract and potatoes turn black.

Gold is so very tenacious that a piece of it drawn into wire one-tenth of an inch in diameter will sustain a weight of 500 pounds without breaking.

There are over 100,000 words in the English language. The German language contains 80,000; Italian, 45,000; French, 30,000; Spanish 20,000.

The Court of Pope Leo XIII. comprises 1,160 persons, nearly 500 of whom bear the title of Chamberlain. He has twenty private secretaries in his employ.

Mississippi and Louisiana are the only States in the Union in which the colored inhabitants outnumber the whites.

The highest monument in the world is Washington Monument in Washington; it is built of stone and is 555 feet in height.

The longest canal in the world is the one which extends from the frontier of China to St. Petersburg. It measures in all 4,472 miles.

Drowning as a punishment for crime was legally enforced in Scotland up to the year 1611. The same punishment prevailed in England up to a few years before that date.

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and Increases the flesh, but heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children it is a marvellous food and medicine. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—[*Adv.*

CHINA COAST METEOROLOGICAL REGISTER.

9th January, 1893—At 4 p.m.

STATION.	Barometer reduced to sea level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall in 24 hours.
Tokio	30.08	...	...	E	1	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	29.97	49	91	NW	4	o d	...
Foochow	.....	...	...	...	...	...	...
Amoy	29.94	63	85	SSE	2	o f	...
Swatow	29.97	71	...	E	3	b	...
Hongkong	29.93	69	75	...	0	b	...
Victoria Peak	.....	...	...	SE	3	...	...
Gap Rock	30.06	...	...	...	0	...	...
Canton	29.95	65	44	SE	1	c	...
Macao	29.91	72	81	SSE	1	b	...
Hoihow	29.92	72	...	NE	3	b	...
Haiphong	29.86	74	85	E	1	c	...
Bolinao	29.89	81	74	N	2	b	...
Manila	29.87	86	67	SE	1	b	...
Cape St. James	.....	...	...	NE	3	m	...

10th January, 1893—At 10 a.m.

STATION.	Barometer reduced to sea level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rainfall in 24 hours.
Tokio	.....	...	...	...	...	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	.....	...	...	...	...	...	...
Foochow	.....	...	...	...	...	...	...
Amoy	.....	...	...	...	...	...	...
Amping	30.03	82	...	N	2	b	...
Swatow	.....	...	...	...	...	...	...
Hongkong	30.06	67	78	...	0	b f	0.01
Victoria Peak	.....	...	...	NNW	2	...	...
Gap Rock	30.07	...	...	N	1	...	...
Canton	30.05	68	70	...	0	o	...
Macao	30.08	66	82	NW	1	c	...
Hoihow	.....	...	...	...	...	...	...
Haiphong	29.91	70	87	E	1	c	...
Bolinao	30.09	81	74	SE	2	b	...
Manila	.....	...	...	...	...	...	...
Cape St. James	.....	...	...	NE	4	c	...

Barometer rising slowly. Gradients very gentle. Weather fine, warm and foggy. (Issued at 10.45 a.m.)

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, s Squally, r Rain, t Snow, th Thunder, v Visibility, w Dew wet). 7—Rain in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 10th January, 1893.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.93	30.06	29.94
Temperature	69	67	65
Humidity	73	78	82
Direction of wind	...	...	NW
Force	2	0	1
Weather	b	b f	b
Rain	...	0.01	—

Highest open air temperature on the 9th 72

Lowest open air temperature on the 9th 59

W. DOBERCK.

Hongkong Observatory, 10th January, 1893.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

To-day.

Barometer—9 a.m.	30.02
Barometer—1 p.m.	29.92
Barometer—4 p.m.	29.98
Thermometer—9 a.m.	68
Thermometer—1 p.m.	72
Thermometer—4 p.m.	70
Thermometer—9 a.m. (Wet bulb)	62
Thermometer—1 p.m. (do)	66
Thermometer—4 p.m. (do)	66
Thermometer—Maximum	72
Thermometer—Minimum (this night)	63

Today's Advertisements.

THEATRE ROYAL,

CITY HALL, HONGKONG.

THE "SONS OF NEPTUNE,"

in the Original, Sparkling, and Novel Nautical Entertainment, entitled

"THE VOYAGE OF H.M.S. "ALBACORE,""

IN TWO ACTS.

Will give by Special Request two more FINAL PERFORMANCES,

on

SATURDAY, 14th January, 1893,

AND

THURSDAY, 19th January, 1893,

By kind permission of Lieut.-Col. RAVENHILL and the OFFICERS of the SHROPSHIRE LIGHT INFANTRY, the BAND will perform.

N.B.—Proceeds will be handed to local Charities.

Doors Open at 8.30 P.M

Performance at 9 P.M. precisely.

PRICES.

Dress Circle and Stalls $2.00

Pit 1.00

Soldiers, Sailors and Police in uniform Half Price.

Tickets can be obtained at Messrs. LANE, CRAWFORD & Co., where Plan of Theatre can be seen. Books of the Words can be purchased at Messrs. NORONHA & Co., Zetland Street, Price 20 Cents.

Hongkong, 10th January, 1893. [87

FOR SHANGHAI, YOKOHAMA & HIOGO.

THE Steamship

"STRATHCLYDE,"

Captain L. White, will be despatched as above on FRIDAY, the 13th inst., at Daylight, instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 10th January, 1893. [44

Amusements.

KNOW THYSELF!

THE GREAT ANATOMICAL MUSEUM, which no one should fail to visit, is now open for a short time only, at Duddell Street, opposite Lammert's Auction Room.

This Museum will be found both useful and instructive. Approved of by Medical Professors of the Highest Standing.

Great reduction of Charges to the most WONDERFUL PANORAMA is also open in the same Street.

The PANORAMA consists of VIVIDLY ILLUMINATED SKETCHES of the GREATEST WARS of the WORLD, and the scenes of the late terrible Earthquake in Japan, &c., &c., &c. Open daily from 11 A.M. to 11 P.M.

PRICES OF ADMISSION:

To the Museum, Adults.....30 cents.

To the Panorama, Adults .....20 "

" " Children under 10 ...10 "

A. NAFTALY, Proprietor.

Hongkong, 3rd January, 1893. [86

To be Let.

TO LET.

HOUSES in KNUTSFORD TERRACE, Kowloon.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st November, 1892. [35

TO LET.

NEW HOUSES in RIPON TERRACE—Bonham Road, near Breezy Point.

No. 4, BLUE BUILDINGS.

FLOORS in Blue Buildings.

OFFICES—Second Floor, Praya Central (lately occupied by Messrs. Dunn, Melbye & Co.)

GODOWN, No. 1A, Blue Buildings.

SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.

Nos. 4, 5 & 6, VICTORIA VIEW, Kowloon.

FLOORS No. 5, Shelley Street.

No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank in Liquidation.

No. 10, OLD BAILEY STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 31st December, 1892 [34

TO LET.

ONE LARGE FRONT ROOM, 1st Floor, Praya Central, 16.

Apply to

LAUTS, WEGENER & Co.

Hongkong, 6th January 1893 [71

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

ROOMS TO LET.

FOR OFFICES and for CHAMBERS on the Ground and First Floors of the HOTEL facing Queen's Road and Pedder Street. With immediate entry if required.

For particulars, apply to

R. LVALL, Secretary.

Hongkong, 8th December, 1892. [39

TO LET.

NO. 6, QUEEN'S ROAD (lately occupied by Atack).

OFFICES in No. 4, Praya Central (lately occupied by Messrs. Gilman & Co.).

No. 3, PEDDER'S HILL.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 3rd January, 1893. [33

TO LET,

WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.

Also,

Two Large AIRY ROOMS on the Top Floor of above.

Apply to

DAKIN, CRUICKSHANK & Co., LTD., Victoria Dispensary.

Hongkong, 2nd August, 1892. [32

For Sale.

FOR SALE.

DUC DE MONTEBELLO CHAMPAGNE.

$26.00 per case...	6 Magnums		(Dry).
27.00 do.	... 6	do.	(Extra dry).
25.00 do.	...12 Quarts		(Dry).
26.00 do.	...24 Pints		(do.).
26.00 do.	...12 Quarts		(Extra dry).
27.00 do.	...24 Pints		(do.).

BRANDY.

$7.50 to $66 per case of 1 dozen quarts.

CLARETS.

$6 to $42 per case of 1 dozen quarts.

FRENCH BEER, WHITE WINE, &c., &c., &c.

Price list on application.

M. S. SASSOON & Co., Agents for P. MIGNARD, Esq., Shanghai.

Hongkong, 25th November, 1892. [1172

FOR SALE.

THE VALUABLE PROPERTY, KNOWN AS THE FAMILY HOTEL, CHEFOO, BELONGING TO THE ESTATE OF EDWARD NEWMAN, DECEASED.

THE PROPERTY is situated on the East Beach, about One mile from the Settlement, and comprises The HOTEL and OUT-HOUSES belonging thereto. The Land measures 20 mow 2 fen and is registered in H.B.M's. CONSULATE as LOTS Nos. 33, 41, 61, 65, 66 and 90.

The HOTEL is furnished and ready for immediate occupation. It has been a favorite Summer Resort for Visitors from other Ports for many years and has proved a remunerative investment for the Proprietors. The Hotel contains 34 Bed-rooms, a commodious Dining-room and Drawing-room, ample Outhouses, &c., &c.

Further Particulars can be obtained on application to

Miss NEWMAN, Family Hotel, Chefoo,

or to

Messrs. J. P. WAKE & E. F. OTTAWAY, Trustees.

Chefoo, 21st December, 1892. [58

THEY LEAD THEM ALL,

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER AND VAN BERGEN, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to

MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama.

Yokohama, 12th August, 1892. [26

FOR SALE.

THE GOOD S. S. "PEKIN" and S. S. "KWONG-MO,"

For Particulars apply to

SUI KEE CHAN, 53, Bonham Strand West.

Hongkong, 14th November, 1892. [37

FOR SALE.

THE SCHOONER "MONTIARA,"

AS SHE NOW LIES IN YAU-MA-TI BAY.

Length	75 feet.
Beam	17 feet.
Depth of hold	7½ feet.
Registered Tonnage	75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to

R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May, 1892. [30

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, Cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3½" and the L.P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 184 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

For further particulars, apply to

R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May, 1892 [31

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE .....TEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

Intimations.

W. BREWER.

RENSHAW'S Tennis Shoes, Buckskin Tops and Stained Hide Tops.
Gentlemen's Dancing Pumps.
Ladies' Evening Shoes.
Children's Walking Shoes in great variety.
Ball Programmes.
Menu Cards, Guest Cards.
Invitation Cards.
Letts' Diaries for 1893.
North China Anglo-Chinese: Date Blocks.
Christmas Numbers of Truth and Yule Tide.
Howard & Co. Dance Annual, 40 cents.
Phillip and Page's Dance Annual, 40 cents.
Enoch's Dance Annual, 40 cents.
Comic Albums and Comic Songs, a large selection.

W. BREWER, UNDER HONGKONG HOTEL.

Hongkong, 4th January, 1893. [40

THE HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *cuisine* being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, Manager.

Hongkong, 12th February, 1892. [108

CARMICHAEL & CO., LD.

GENTLEMEN'S DRESS SHOES and DANCING PUMPS.
WHITE CAMBRIC TIES with NECK STRAPS.
WHITE KID GLOVES in all sizes.
PORPOISE HIDE LACED BOOTS AND SHOES.
Knickerbockers, Knitted Stockings for Shooting, Cycling, or Golfing, Hand Knitted Scotch Fingering-Wool Socks.
3 Double Barrelled Fowling Pieces to be cleared at very reasonable prices.
CANADIAN DAIRY PRODUCE.

CARMICHAEL & CO., LTD., 18, Praya Central, Hongkong.

Hongkong, 9th January, 1892. [52

THE MOUNT AUSTIN HOTEL,

Telegraphic address, "EXCELSIOR," Hongkong. A. B. C. Code. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.

TARIFF FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person	$ 3.00
Board and Lodging by the Day for Married Couples occupying one room	4.50
Board and Lodging by the Month, one person	60.00
Board and Lodging by the Month for Married Couples occupying one room	100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day	$ 2.50	Tiffin	$ 1.00
Sitting-room by the Month	30.00	Dinner	1.50
Extra Bed-room by the Day	2.00	European Servants by the Day	1.00
Extra Bed-room by the Month	20.00	European Servants by the Month (Bedroom extra)	20.00
Bed and Breakfast	2.50	Chinese Servants by the Day	0.15
Breakfast	0.75		

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates.—For further Particulars apply at the Company's Offices, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel.

Hongkong, 13th October, 1892. [1018

Hotels

WINDSOR HOTEL,

(in Connaught Buildings),

QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors.

Charges from $2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong 23rd August, 1892 '25

TRAVELLERS HOTEL,

No. 14 & 16, Queen Victoria Street.

WINES AND SPIRITS OF THE BEST QUALITY ONLY.

BEER ON DRAUGHT.

MEALS ALL HOURS, FIRST CLASS BEDS.

TERMS VERY MODERATE.

H. OLIVER, Proprietor.

Hongkong, 19th December, 1892. '1264

THE BOA VISTA HOTEL,

BISHOP'S BAY, MACAO.

THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East.

Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands.

Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard and Reading Rooms, and a well supplied Bar.

A small Dairy is attached to the premises.

MRS. MARIA B. DOS REMEDIOS, Proprietress.

29]

HAUENSTEIN'S HOTEL, AMOY.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG, Proprietor.

Amoy, 1st September, 1892. [98

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, having been Leased by the Proprietors of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES.

The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—

One person, one month	$50.00
Married couple (occupying one room) per month	85.00
One person per day	2.50
Married couple per day	3.50

For full particulars apply to

VICTORIA HOTEL.

Hongkong, 25th October, 1892. [814

BAY VIEW HOTEL.

MR. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

The Cuisine is unrivalled in Hongkong, and only the best Brands of Wines, Spirits, Cigars, etc., are kept in stock. Private Dinners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892 [480

THE SHAMEEN HOTEL,

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO, Manager.

Hongkong, 1st September, 1892. [97

The Share Market.

LATEST QUOTATIONS

Hongkong and Shanghai Bank.—115 per cent., prem., buyers.

The National Bank of China, Ld.—on £8.10. paid up,—35 per cent. dis., sellers.

The National Bank of China, Ld.—Founders' shares, $200 per share, sellers.

The Bank of China, Japan & the Straits, Ld.—£2½, sellers.

The Bank of China, Japan & the Straits Ld.—Founders' shares, £20, sellers.

Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Union Insurance Society of Canton—$82 per share, buyers.

China Traders' Insurance Company—$56 per share, sellers.

North China Insurance—Tls. 225 per share, sales and buyers.

Canton Insurance Company, Limited—$100 per share, buyers.

Yangtsze Insurance Association—$102, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—$255 per share, sellers.

China Fire Insurance Company—$87½ per share, buyers.

Hongkong, Canton, and Macao Steamboat Co.—$30½ per share, sellers.

China and Manila Steam Ship Company—28 per share, buyers.

Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.

Douglas Steamship Company—$37 per share, sellers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—76 per cent. premium, sellers.

Geo. Fenwick & Co., Limited—$14½ per share, buyers.

Hongkong Hotel Company—$22, sellers.

Hongkong Hotel Co.'s Six per-cent. Debentures—$501.

The Austin Arms Hotel and Building Company, Limited—$4 per share, sellers.

The Shameen Hotel Co., Limited—$5 per share, sellers.

Punjom and Sunglile Dua Samantan Mining Co.—$4½ per share, sales and buyers.

The Raub Gold Mining Co., Limited—50 cents per share, sellers.

New Imuris Mining Co., Limited—$2½ per share, sellers.

The Balmoral Gold Mining Co., Limited—nominal.

Tonquin Coal Mining Co.—$12½ per share, sales and buyers.

The Jelebu Mining and Trading Co., Limited—$5 per share, sales and sellers.

The Selama Tin Mining Co., Limited—5 cents per share, sales and sellers.

London and Pacific Petroleum Co., Ld.—*nix*, nominal.

China Sugar Refining Company, Limited—$145 per share, sellers.

Luzon Sugar Refining Company, Limited—$35, nominal.

A. S. Watson & Co., Limited—$15 per share, sales and buyers.

Dakin, Cruickshank & Co., Limited—$2 per share, sellers.

Hongkong Dairy Farm Co., Limited—$5 per share, sellers.

The Kowloon Land Investment Co., Limited—$8 per share, sellers.

The Hongkong Land Investment Co., Limited—$57 per share, sellers.

The West Point Buildings Co., Limited—$26 per share, sellers.

H. G. Brown & Co., Limited—$15 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—$45 per share, sales.

Hongkong Rope Manufacturing Company, Limited—$100 per share, sellers.

Hongkong Gas Company—$105 per share, sales and buyers.

Hongkong Ice Company—$68 per share, buyers.

Hongkong and China Bakery Company, Limited—$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—$5½ per share, sellers.

The Green Island Cement Co.—$4½ per share, sellers.

The Hongkong Electric Light Co., Limited—$2½ per share, sellers.

The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—$55 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 2/8½
Bank Bills, on demand 2/8½
Bank Bills, at 4 months' sight ... 2/8½
Credits at 4 months' sight 2/9½
Documentary Bills, at 4 months' sight 2/9½

ON PARIS—
Bank Bills, on demand 3.41
Credits, at 4 months' sight 3.49

ON INDIA:—
T. T. 221½
On Demand 222

ON SHANGHAI—
Bank, T. T. 71⅞
Private, 30 days' sight 72⅜

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Capt. S. J. Ashton.
Capt. Clutterbuck, R.N.
Mrs. Clutterbuck.
Mr. G. C. Cox.
Mr. and Miss Deering.
Mr. T. Dent.
Mr. D. Dick.
Mr. C. Evelyn.
Hon. & Mrs. Goodman.
Mrs. Guilleaume and maid.
Mr. L. Haeslop.
Mr. F. Henderson.
Mr. Chas. H. Hill.
Mr. and Mrs. Inchbald and child.
Mr. J. Kirker.
Mr. W. Liddle.
Mr. E. Macleay.
Captain Moore, R.N.
Lieut. P. O'Malley.
Mrs. Nicol and child.
Mr. and Mrs. Paul.
Lieut. and Mrs. C. M. Perkins.
Mr. and Mrs. E. Sharp.
Mr. F. E. Shean.
Mrs. L. Starr.
Mrs. Veitch, 2 children and maid.
Mrs. Warren.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.
Mr. Chaudet.
Mr. F. East.
Mr. W. S. Harrison.
Mr. Thos. Howard.
Mr. Morton Jones.
Mr. C. H. Gale.
Mr. W. H. Gaskell.
Mr. V. Kofod.
Mr. W. H. R. Loxley.
Mr. F. Maitland.
Mr. W. R. Needham.
Mr. Medhurst.
Mr. A. E. Skeels.
Mr. Sparrow.
Mr. Geo. L. Tomlin.

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie.
Mr. S. T. Benjamin.
Mr. H. E. Boxshall.
Mr. Hart-Buck.
Rev. R. F. Cobbold.
Mr. Cochrane.
Mr. and Mrs. C. C. Cohen.
Mr. J. B. Coughtrie.
Mr. D. Crawford.
Mr. Geo. Fenwick.
Mr. and Mrs. Harding and child.
Monsieur Forestier.
Monsieur Hammits.
Mrs. C. G. Hogg.
Miss Hogg.
Mr. & Mrs. W. Macbean, children and nurse.
Mr. Chas. C. Malsch.
Mrs. Van Niero
Mr. A. Ross.
Mr. F. Saunders.
Mr. and Mrs. W. J. Saunders.
Mr and Mrs. F. O. Seaton.
Mr Taylor.

WINDSOR HOTEL.

Mr. W. Boad.
Mr. J. F. Boulton.
Major & Mrs. Chapman.
Mr. S. I. Danby.
Mr. G. Engel.
Mr. P. Gavannilles.
Mr. F. W. Johnson.
Mr. J. R. Joyce.
Mr. P. M. B. Lake.
Mr. A. Meurant.
Captain F. Meyer.
Hon. N. G. Mitchell-Innes.
Mrs. Mitchell-Innes.
Capt. and Mrs. Morris
Mr. A. Park.
Mr. and Mrs. Pigott.
Dr. Stephenson, U.S.N.
Mrs. F. B. Stephenson.
Miss R. Stephenson.
Capt. & Mrs. Stonham.
Captain A. Tillett.
Mr. A. Trant.
Lt.-Com. J. L. Tufnell.
Mrs. Tufnell.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Sydney*, with the outward French mail, left Saigon on the 9th instant at 5 p.m., and may be expected here about the 12th.

THE AMERICAN MAILS.

The O. & O. S. S. Co.'s steamer *Belgic* from San Francisco on the 15th ultimo, leaves Yokohama on the 7th instant, and may be expected here on the 13th.

The O. & O. S. S. Co.'s steamer *Peru* left San Francisco for this port *via* Yokohama, on the 4th ultimo.

The O. & O. S. S. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port, *via* Honolulu and Yokohama, on the 4th instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer *Victoria* left Victoria, B.C., on the 17th ultimo for Hongkong *via* Japan.

THE AUSTRALIAN MAILS.

The E. & A. S. S. Co.'s steamer *Airlie*, from Australia, left Port Darwin on the 6th instant for this port, calling at Timor, and may be expected here about the 10th.

The C. N. Co.'s steamer *Changsha* left Thursday Island on the 5th instant for Port Darwin (12th), and Hongkong.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Vancouver on the 9th instant, and is due here on the 29th.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s *Gwalior*, from Bombay, left Singapore on the 5th instant at 1 p.m., and may be expected here on the 12th.

The P. & O. S. N. Co.'s steamer *Manila* left London for this port on the 17th ultimo.

The P. & O. S. N. Co.'s steamer *Lombardy* left Bombay on the 5th instant, and may be expected here on the 23rd.

Shipping.

ARRIVALS.

WOSANG, British steamer, 1,127, W. E. Sawer, 10th Jan., —Wuhu 5th January, Rice.—Jardine, Matheson & Co.

YARRA, French steamer, 2,137, de Maubeuge, 10th Jan., —Shanghai 7th Jan., Mails and General.—Messageries Maritimes.

HANGCHOW, British steamer, 990, Derby, 10th Jan., —Canton 10th Jan., General.—Butterfield & Swire.

ASAGAO, Japanese steamer, 1,521, H. Selck, 10th Jan., —Nagasaki 5th., Coals.—Mitsui Bussan Kaisha.

LI-NE-HING, British steamer, 1,049, W. M. Young, 10th Jan., —Shanghai 6th Jan., and Swatow 9th, General.—Jardine, Matheson & Co.

KEEMUN, British steamer, 1,985, Geo. S. Castle, 10th Jan., —Singapore 4th Jan., General.—Arnhold, Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Chusan, German steamer, for Hoihow.
Siam, British steamer, for Swatow, &c.
Yiksang, British steamer, for Amoy.
Hailoong, British steamer, for Swatow, &c.
Alwine, German steamer, for Hoihow.
Namyong, British steamer, for Amoy, &c.
China, American steamer, for Yokohama, &c.
Taksang, British steamer, for Swatow, &c.
Thibet, British steamer, for Singapore.
Charters Tower, British str., for Kutchinotsu.
Lightning, British steamer, for Singapore.

DEPARTURES

Jan. 10, *Ly-ee-moon*, German str., for Wuhu.
Jan. 10, *Pahling*, British str., for Singapore.
Jan. 10, *Fushun*, Chinese str., for Canton.
Jan. 10, *Formosa*, British steamer, for Swatow.
Jan. 10, *Ktai*, German steamer, for Hongay.
Jan. 10, *Mathilde* German str. for Touron.
Jan. 10, *Lightning*, British str., for Singapore.
Jan. 10, *Thibet*, British str., for Singapore.
Jan. 10, *Siam*, British steamer, for Swatow.
Jan. 10, *Taksang*, British steamer, for Swatow.
Jan. 10, *Namyong*, British str., for Amoy.
Jan. 10, *Yiksang*, British steamer, for Amoy.
Jan. 10, *Glenfruin*, British str., for Shanghai.
Jan. 10, *Toonan*, Chinese str., for Canton.

PASSENGERS—ARRIVED.

Per *Yarra*, str., from Shanghai for Hongkong,—Mr. and Mrs. Chow Fong Sang, Messrs. Ross, Hong Lan San, Raikar, Sorabjie, Rosa, and 3 Chinese. From Yokohama.—Messrs. Douglas Dick and Severs. From Shanghai for Saigon.—Mr. Colomb. From Yokohama.—Mr. Bellagy. For Suez.—Mrs. Ames, Misses Lilli and H. Ames. For Marseilles.—Messrs. Takahashi, Berroish, and Kawakami. From Kobe for Saigon.—Mr. Ukijan Sai. For Marseilles.—Mr. Bordes.

Per *Lienshing*, str., from Shanghai, &c.—Messrs. Veitch, Crompton, Haeslooop, and 175 Chinese.

Per *Keemun*, str., from Singapore,—103 Chinese.

Per *Sungkiang*, str., from Manila,—Mr. Combs and 85 Chinese.

REPORTS.

The British steamship *Wosang* reports that she left Wuhu on the 5th instant. Had light variable winds and foggy weather throughout.

The British steamship *Sungkiang* reports that she left Manila on the 7th instant. Had light winds and fine clear weather throughout.

The British steamship *Lienshing* reports that she left Shanghai on the 6th instant, and Swatow on the 9th. Had calm and fine weather, and some fog nearing port.

The British steamship *Keemun* reports that she left Singapore on the afternoon of the 4th instant. Had strong head wind and high sea for the first three days; thence to port had fine weather.

Post Office.

MAIL WILL CLOSE—

For Europe, &c., Australia, India *viâ* Madras, Calcutta, and Mauritius.—Per *Yarra* to-morrow, the 11th instant, at 11 A.M.

For Saigon.—Per *Cicero* to-morrow, the 11th instant, at 4.30 P.M.

For Swatow and Bangkok.—Per *Devawongse* on Thursday, the 12th instant, at 9.30 A.M.

For Shanghai, Kobe, and Yokohama.—Per *Strathclyde* on Thursday, the 12th instant, at 5 P.M.

For Straits and Bombay.—Per *Bermuda* on Saturday, the 14th instant, at 11.30 A.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Victoria* on Tuesday, the 17th instant, at 11.30 A.M.

For Europe, &c., *via* Bombay.—Per *Mirzapore* on Thursday, the 19th instant, at 11 A.M.

SHIPPING IN HONGKONG

STEAMERS.

ALWINE, German steamer, 400, C. Petersen, 9th Jan., —Pakhoi 6th Jan., and Hoihow 8th, General.—Wieler & Co.

BORMIDA, Italian steamer, 1,499, F. Ansaldo, 6th Jan., —Bombay 16th Dec., and Singapore 28th, General.—Carlowitz & Co.

BORNEO, Dutch steamer, 1,490, H. Kleid, 28th Dec., —Java (Cherbon) 17th Dec., Sugar.—Jardine, Matheson & Co.

CHARTERS TOWER, British steamer, 1,905, A. Aberdeen, 7th Jan., —Kutchinotsu 3rd Jan., Coal.—Mitsui Bussan Kaisha.

CHINA, American steamer, 1,200, Wm. B. Seabury, 30th Dec., —San Francisco 6th Dec., and Yokohama 25th, Mails and General.—P. M. S. S. Co.

CHUSAN, German steamer, 623, W. Wendt, 8th Jan., —Haiphong 5th Jan., and Hoihow 7th, Rice and General.—A. R. Marty.

CICERO, British steamer, 1,030, A. George, 3rd Jan., —Saigon 29th December, General.—Arnhold, Karberg & Co.

CLARA, German steamer, 675, H. Ipland, 30th Nov., —Canton 30th November, General.—Siemssen & Co.

DONAR, German steamer 1,100, B. Grundmann, 7th Jan., —Saigon 1st Jan., Rice and Salt.—Wieler & Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, 3rd Jan., —Vancouver 13th Dec., Yokohama 26th, Kobe 29th, and Shanghai 1st Jan., General.—C. P. R. Co.

ESMERALDA, British steamer, 966, G. A. Tayler, 8th Jan., —Manila 5th Jan., General.—Shewan & Co.

FAME, British steamer, 117, Captain McIsaac, —Hongkong Government tender.

GLENEARN, British steamer, 1,407, Murray, 1st Jan., —Saigon 28th Dec., Rice and Paddy.—Jardine, Matheson & Co.

GLUCKSBURG, German steamer, 918, P. Thomsen, 8th Jan., —Saigon 3rd Jan., Rice and Paddy.—Melchers & Co.

HAILOONG, British steamer, 783, J. S. Roach, 7th Jan., —Tamsui 3rd Jan., Amoy 5th, and Swatow 6th, General.—D. Lapraik & Co.

HEBE, Norwegian steamer, 1,669, F. W. Manson, 28th Dec., —Batoum 6th Nov., Petroleum.—Order.

NURNBERG, German steamer, 3,207, B. Blanke, 8th Jan., —Yokohama 31st Dec., Mails and General.—Melchers & Co.

ORION, Austrian steamer, 1,760, G. Wallutching, 31st Dec., —Trieste 12th Nov., and Singapore 24th Dec., General.—D. Sassoon, Sons & Co.

PAOTING, British steamer, 1,088, Thos. Gyles, 9th Jan., —Canton 4th Jan., General.—Butterfield & Swire.

PILOT FISH, British steamer, 161, A. Stopani, —Hongkong and Whampoa Dock Co.

SOOCHOW, British steamer, 999, N. Martin, 1st Jan., —Canton 1st Jan., General.—Butterfield & Swire.

STRATHCLYDE, British steamer, 2,151, L. Whyte, 6th Jan., —New York 3rd Nov., General.—Dodwell, Carlill & Co.

TAI-YUEN, British steamer, 1,459, R. Nelson, R.N.R., 5th Jan., —Nagasaki 31st Dec., General.—Butterfield & Swire.

VELOX, German steamer, 636, H. R. Gontard, 28th Nov., —Canton 28th Nov., General.—Wieler & Co.

SAILING VESSELS.

ATAIR, British bark, 331, Munro, 11th Dec., —Tientsin, Beans.—Butterfield & Swire.

CHURCHSTOW, British bark, 473, W. Bullin, 74th Dec., —Fremantle 10th October, Sandalwood.—Siemssen & Co.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutter's Island.—Chinese Customs.

HARVARD, American bark, 982, L. A. Colcord, 25th Nov., —Singapore 21st Oct., Timber.—Master.

JENNY, American schooner, 40, Edwards, 23rd Dec., —Yap and Pelew, 27th November, Ballast.—Wilcrer & Co.

JOHN BARZLEY, American bark, 700, F. P. Shepherd, 16th Dec., —Chefoo 8th Dec., General.—Master.

LOTHAIR, Italian bark, 718, P. Gardello, 13th Dec., —Callao 8th August, Old Iron and Brass.—D. Musso & Co.

NAM-SHUN-SHING, Chinese schooner, 300, Luk Lai-long, 24th August, —Yee-on 11th Aug. Timber.—Yung Kee.

NICOYA, British bark, 595, T. Morris 16th Nov., —Bangkok 5th November, Timber.—Wieler & Co.

WM. J. ROTCH, American ship, 2,664, Geo. L. Bray, 3rd Dec., —San Francisco 13th Oct., Flour.—Fung Sang & Co.

WM. W. CRAPO, American bark, 1,073, W. W. Hardy, 6th Jan., —San Francisco 17th Nov., Flour.—Melchers & Co.

RIVER STEAMERS.

Fatshan, British steamer, 2,260, W. J. Risby.—H. C. & M. S. Co.
Hankow, British steamer, 2,235, Lloyd.—Butterfield & Swire.
Hsungshan, British steamer, 1,055, W. E. Clarke.—H. C. & M. S. Co.
Ho-nam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.
Kiang-chow, British steamer, 288.—H. C. & M. S. Co.
Kwong-mo, British steamer, 400, J. McKenzie.—Malcampo & Co.
Pasig, Chinese steamer, 284, J. W. Stavers.—Tek Kee.
Powan, British steamer, 2,800, S. W. Goggin.—Hongkong, Canton, & Macao Steamboat Co.
Tai-on, British steamer, 728, Goblouski.—Chinese.
White Cloud, British steamer, 752, A. Cruickshank.—H. C. & M. S. Co.

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Belgic ..... Thursday, 19th Jan., '93.
Oceanic ..... Thursday, 9th Feb., '93.
Gaelic ..... Tuesday, 28th Feb., '93.

THE Steamship "BELGIC" will be despatched for San Francisco, *viâ* Yokohama and Honolulu, on THURSDAY, the 19th January, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... $225.00
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Fall, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through tickets issued to Passengers booking to Europe or to Overland points, are good for transportation across the America, Continent, *via* the Union Pacific Railway System only.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 21st December, 1892. [2

Intimations.

LEVY HERMANOS.

JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.
Sole Agents for PATEK PHILIPPE & Co., Geneva. A great variety in Fancy Goods.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.
Hongkong, 5th January, 1893. [73

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [632

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCKMAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road Central. [633

SIEN TING,

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1892. [966

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 27th July, 1892. [24

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1881. [661

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

China ..... Wednesday, 11th Jan.
Peru ..... Saturday, 28th Jan.
City of Rio de Janeiro .. Saturday, 18th Feb.

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA, on WEDNESDAY, the 11th Jan., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... $225.00
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 months $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 3rd January, 1893. [1

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS,
NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS
No. 7, Praya Central,
HONGKONG.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION for the BOTTOMS OF IRON and STEEL SHIPS.

HARTMANN'S GREY PAINT for coating the insides of STEEL SHIPS.

MOTOR LAUNCHES PATENT DAIMLER.

DAIMLER INDUSTRIAL MOTORS.

TRAMWAYS, COACHES and FIRE ENGINES.

LIFE-BUOYS, LIFE-RAFTS, LIFE-BELTS to Board of Trade Rules.

ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT REASONABLE PRICES.

CARDIFF, AUSTRALIAN and JAPAN COALS, supplied at the shortest notice to Steamers at lowest market rates.

Hongkong, 21st October, 1892. [139

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of China | Wednesday | Jan. 25th, '93.

THE R. M. S. "EMPRESS OF CHINA," sailing at Noon, on WEDNESDAY, the 25th January, 1893, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares.	Prepaid-return. 4 mos.	Prepaid-return. 12 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.	225	338	394
Port Townsend, Seattle, Tacoma, Wash.			
Portland, Ore., San Francisco			
Banff Calgarry, Alba	255	383	447
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo			
Milwaukee, Wis	295	443	517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.			
Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Niagara Falls, N.Y.			
Kingston, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.	310	465	543
Washington, D. C., Boston, Mass., Portland, Me.			
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	650
Paris, via Liverpool and London	345	not issued	not issued
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

E. HOLLOWAY,
General Agent.
Office, Pedder's Street.
Hongkong, 28th December 1892. [3

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria ..... | Tuesday... | January 17th.
Tacoma ..... | Tuesday... | February 14th.
Flintshire ..... | Tuesday... | March 14th.

THE Steamship "VICTORIA," Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY the 17th January, 1893, will proceed to VICTORIA, B.C., and TACOMA, *viâ* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 31st December, 1892. [4

NOTICE.

JEYES' SANITARY COMPOUNDS COMPANY, LIMITED.

JEYES' WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th June, 1888. [9

Printed and Published by ROBERT FRASER SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.